

INTELLIFAX 23

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U. S. OFFICIALS ONLYCENTRAL INTELLIGENCE GROUP
INTELLIGENCE REPORT

COUNTRY Yugoslavia

SUBJECT Notes on Yugoslav Railroads

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SUPPLEMENT

ORIGIN

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STATE	WAR	NAVY	JUSTICE

1. In 1945 the total number of locomotives in operation in Yugoslavia was 436. In the following year 244 locomotives were repaired and 60 imported so that at the beginning of 1947 the locomotive park aggregated 704 locomotives compared with 2,400 before the war. the total number of railroad cars now numbers 23,227 as against 36,000 before the war. Agreements have recently been made with Czechoslovakia for the delivery of a series of locomotives of Czech manufacture, while Soviet Russia has been asked to let the Yugoslavs have a percentage of German locomotives and tank cars.

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2. Despite the fact that all railroads in existence prior to the war have again been placed in commission and new lines built, the lack of rolling stock, particularly of locomotives, is restricting traffic and the capacity of the various lines is only partially utilized. In most cases, the traffic carried by the Yugoslav railroads today is only a third of their potential capacity.

3. The Belgrade-Lapovo-Nis-Skoplje-Djevdjelija Linea. Belgrade-Lapovo Section

The tunnel near Ripanj is 2,500 meters long, and the summit of the gradient is reached mid-way through the tunnel. The geological structure here is bituminous shale. Drainage of the tunnel was begun in 1940 before the German invasion and was completed in 1943/44 by the occupation authorities. This tunnel constitutes an extremely vulnerable point, and its destruction would take a considerable time to make good. Embankments nowhere exceed two meters in height. The Mladenovac-Lapovo stretch is absolutely level and is flooded by the spring rains to such an extent as to affect traffic on this section.

b. The Lapovo-Nis Section

The Bagrdan defile would, if blocked, paralyze traffic on this section. The five steel bridges over the Nisava replace temporary structures. . . No where do the embankments exceed a height of 1.70 meters.

c. The Nis-Skoplje Section

In the defile near Vladicki Han there is a tunnel emerging onto a bridge,

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- 2 -

the destruction of which would put this section of the line out of service. The capacity of the Doljevac-Prokuplje-Podujevo branch line is 18/50.

d. Skoplje-Djevdjelijska Section

The stations of Krivolak, Klisura, Demir Kapija and Mirovce have been repaired. The capacity of the Veles-Prilep-Bitolj and of the Valer Stip branch lines is in both cases 18/50.

4. The Belgrade-Pozarevac-Kucevo Line

Continual draining work is necessary five kilometers from Mala Pozarevac in the direction of Vrcin to prevent landslides. At certain points near Umac the line runs on an embankment 16 meters high. All station platforms have been rebuilt to take military trains.

5. The capacity of the following lines

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Novi Sad-Sombor.....	20/50
Sombor-Vukovar-Vinkovici	20/50
Vinkovici-Gunja-Breko-Tuzla-Bankovici	10/50
Sunja-Bosanski Novi-Banja Luka	18/50
Zagreb-Karlovac	20/100
Karlovac-Split	12/50
Ljubljana-Jesenice	20/100
Zagreb-Varazdin	20/50
Zagreb-Zidani Most	24/100
Paracin-Zajecar (narrow gauge)	20/90
Lajkovac (Valjevo)-Mladenovac (Narrow gauge)	20/45

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